



# Official Plan Amendment XX to the Official Plan for the City of Ottawa

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## INDEX

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### THE STATEMENT OF COMPONENTS

**PART A – THE PREAMBLE** introduces the actual amendment but does not constitute part of Amendment No. XX to the Official Plan for the City of Ottawa.

**PART B – THE AMENDMENT** constitutes Amendment XX to the Official Plan for the City of Ottawa.

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## **PART A – THE PREAMBLE**

### **1. Purpose**

The purpose of this Official Plan amendment is to adjust the target density within Figure 2.3 of the Official Plan for the Riverside South Community Core area and to insert a new Secondary Plan for Riverside South within Volume 2a – Secondary Plans.

### **2. Location**

The amendment to the parent Official Plan applies to properties at the intersection of Earl Armstrong and Limebank within the Community Core designation. The amendment to Volume 2a – Secondary Plans applies to properties bound by Rideau River to the west, Leitrim Road to the north, and Bowesville Road and the outline of the Urban Boundary as it existed as of the date of passing of the By-law implementing the Secondary Plan to the East and South, as identified on Schedule 1 of the proposed Secondary Plan.

### **3. Basis**

The amendment to the parent Official Plan addresses the need to adjust the target density for people and jobs within the Community Core area of Riverside South to reflect the extension of the O-Train's Line 2 to Limebank Station, which is intended to directly serve the Community Core. The current target density is proposed to increase from 80 to 100 people and jobs per gross hectare. The amendment to the parent Official Plan will match the direction provided in the Riverside South Secondary Plan. The amendment to Volume 2a proposes to introduce a Secondary Plan for Riverside South, which will repeal and replace the existing Riverside South Community Design Plan.

## **PART B – THE AMENDMENT**

### 1. Introduction

All of this part of this document entitled Part B – The Amendment consisting of the following text and the attached Schedule(s) constitutes Amendment No. XX to the Official Plan for the City of Ottawa.

### 2. Details

The following changes are hereby made to the Official Plan for the City of Ottawa:

#### 2.1 Adding the bolded text and deleting the crossed-out text, as follows:

A. To Figure 2.3 – Minimum Density Targets:

Community Core

Riverside South

~~80~~    **100**

#### 2.2 Adding a new Secondary Plan with schedules and appendices to volume 2a, as follows:

# Riverside South Secondary Plan

## Introduction

### Land Uses

Residential

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*Medium Density*

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## 1.0 Introduction

The Riverside South community is a developing urban community outside the Greenbelt that will eventually be home to approximately 70,000 residents. This Secondary Plan applies to the community's lands that, as of 2019, remain unbuilt and will be home to the majority of the population and employment of Riverside South: 49,000 residents and 12,000 jobs.

Riverside South's distinction is that the majority of this new community will be built concurrently with the arrival of the O-Train Line 2 service. This community will be a national model of a transit-oriented, livable, dynamic new neighbourhood that takes advantage of active mobility options and where urban design is given a greater attention to create a sense of identity and generate neighbourhood vitality.

The planning and design principles for this community are based on the availability of higher order transit, which in turn facilitates the provision of a much more diverse range of dwelling types and tenures than is generally found in typical suburbs. The urban densities and critical mass of people and jobs created by the diverse range of dwellings supports: the O-Train service, a reliable and frequent street bus service to O-Train stations and to other destinations, the need to establish a fully-connected urban street and block layout, achieve higher shares of active transportation through deliberate community design, and create a vibrant public realm.

## 2.0 Land Uses

### Residential:

Residential neighbourhoods will be designed to include a blend of dwelling types within categories and blocks. Buildings will be urban in their look and type. The target total residential densities have been included for reference within Appendix 1: Density Projections.

1. The following minimum densities per net hectare are required for each residential land use category and future development applications must demonstrate how the minimum requirement has been met:
  - a. Low Density: 25 units;
  - b. Medium Density: 38 units;
  - c. High Density I: 60 units; and
  - d. High Density II: 120.
2. Minor variations in the required minimum density for each density type listed in policy 1 above are permitted, provided it can be demonstrated that both the total number of residential units and the mix of residential unit types can be reasonably achieved by adjusting density and/or mix on remaining lands within the same subdivision.
3. Applications proposing multi-unit residential buildings shall include the provision of affordable housing, which will be secured through an agreement with the City as a draft condition.

4. Residential uses at locations likely to attract greater foot traffic will include in the implementing zoning, permissions for small, neighbourhood-scale local commercial spaces, with drive-throughs prohibited.
5. Except Low Density residential areas, all other residential land uses must manage private parking in a way that maximizes curbside frontage and minimizes curb cuts to allow for on-street parking with preference for combined accesses to parking facilities and the use of privately-owned rear lanes to maximize resident and visitor parking capacity.

### *2.1 Low Density:*

Low Density residential areas are generally located furthest from the rapid transit corridor and its stations.

1. Low Density areas will:
  - a. Generally feature building types and forms that meet the density provisions of Policy 2.0(1)(a);
  - b. Predominantly be the area where most of the community's single detached and semi-detached dwellings are built, but may also include townhouses interspersed throughout the area and close to major streets and bus routes;
  - c. Have a height of two to four storeys; and
  - d. Encourage a variety and mix of lot frontages.

### *2.2 Medium Density:*

Medium Density areas are located throughout the community, typically near to or adjacent to collectors and arterials.

1. Medium Density areas will:
  - a. Generally feature building types and forms that meet the density provisions of Policy 2.0(1)(b);
  - b. Predominantly be the area where most of the community's townhouse dwellings are built, but may also include small-lot single detached, semi-detached, ground-oriented multi-unit dwellings and low-rise apartment dwellings;
  - c. Have a height of two to four storeys; and
  - d. In addition to the uses listed in policy 2 above, the following uses shall also be permitted at 4269 Limebank Road: an animal hospital, a medical facility, an animal care establishment and a personal service business.

### *2.3 High-Density I:*

The High-Density I areas are located near rapid transit stations, and along collector streets and arterials roads.

1. High Density I areas will:
  - a. Predominantly be the area where most of the community's ground-oriented multiple-unit dwellings, including townhouse dwellings and low-rise and mid-rise apartment dwellings, are built;
  - b. Be on sites that maintain the street and block size and pattern of the overall community grid; and
  - c. Generally have a height of between four and six storeys, with the taller buildings located within walking distance of a rapid transit station.

#### *2.4 High-Density II:*

Higher Density II areas are located within walking distance of the identified rapid transit stations, east of Mosquito Creek and are along collector streets and arterial roads.

1. Future applications to rezone lands from Development Reserve will not be considered until the achievement of the following requirements has been demonstrated to the satisfaction of the City:
  - a. The clear majority of the Community Core's 2,800 required dwelling units have been built out;
  - b. A funding mechanism and agreement has been negotiated between the City and the development proponent to construct the identified O-Train Line 2 stations at Collector G and Collector H, considering that:
    - i. The provision of stations need not be simultaneous, and may be sequential as part of the phasing of the development of lands; and
    - ii. Full station construction will be required where two-thirds or more of the lands within 400 metres of an identified station are approved for development through subdivision registration.
  - c. Construction of the collector street overpasses and structural rough-ins will be required as part of the approval of development of any lands that abut or are within 400 metres of Collectors G and/or H; and
  - d. Required land for the development of the future station platforms and access (pedestrian, cycling and vehicle) at Collector G and Collector H has been identified and dedicated by right-of-way conveyance.
2. High Density II areas will:
  - a. Be on sites that maintain the street, block size and pattern of the overall community grid;
  - b. Predominantly comprise apartment dwellings and allow for low-rise apartments and townhouses throughout the areas to provide a transition;
  - c. Have building heights in the lower end of the high-rise range, with the tallest buildings located within walking distance of a rapid transit station;
  - d. Manage private parking in a way that maximizes curbside frontage and minimizes curb cuts to allow for on-street parking, with preference for combined accesses to parking facilities and the use of privately-owned rear lanes to maximize resident and visitor parking capacity and/or underground parking; and



- e. As much as possible, provide ancillary retail, commercial or service uses at the base of apartment buildings and despite provision 2.4(1)(d) where these uses are provided, building heights may be increased to the middle of the high-rise range.

## 2.5 Community Core:

The Community Core will be a pedestrian-oriented hub for the larger community of Riverside South and function as its downtown. It will take advantage of its location at the terminus of the O-Train Line 2 and as a transfer hub to both local bus service and the future Transitway connecting Riverside South to Barrhaven. In order to implement the community core target densities of the parent Official Plan, the core will offer a mix of uses, including a minimum requirement of 2,800 dwelling units. It should also include all types of employment, especially office-based employment, that can provide for the daytime animation of streets and businesses and take advantage of the provided transit service. The Core should be seen as one of the two major places of employment in the community, along with the lands near to the Airport described in policy 2.7.

A key component of the Community Core will be mixed-use buildings located along pedestrian-friendly streets, and mid-rise to high-rise apartment buildings and offices. The target total residential densities and jobs have been included for reference within Appendix 1: Density Projections

1. The Community Core is to have a variety of:
  - a. Mixed-use buildings, with commercial or retail spaces along the sidewalk and residences or offices in the upper storeys;
  - b. Retail stores, restaurants, bars, theatre, entertainment facilities, office space, institutional facilities (including day care centres) and public spaces;
  - c. Residences in urban-type buildings that include a mix of dwelling types from townhouses, stacked townhouses, apartment buildings, in addition to upper-floor apartment units within mixed-use buildings;
  - d. Building heights of at least two storeys and up to the lower end of the high-rise range, with high-rise buildings as close as possible to a rapid transit station and with the minimum height to be achieved either as two complete storeys or through the provision of mezzanines and roof elements to create an apparent building height of at least two storeys; and
2. Large format commercial buildings and stand alone uses listed in 2.5(1)(b) above shall:
  - a. Be sited close to, and framing the public streets with active frontages;
  - b. Designed to avoid long expanses of blank wall without an active entrance;
  - c. Have parking located in the block's interior; and
3. Large format commercial sites shall:
  - a. Only be permitted on the parcels that directly abut the intersection of Limebank Road and Earl Armstrong Road;
  - b. Be designed to comply with policies 5, 6 and 7 below; and

- c. Be designed to establish a clear visual and functional connection to uses across the street or on abutting parcels.
- 4. Prior to lifting the holding zone within the Community Core area, a Community Core Demonstration Plan and mapping will be required to the satisfaction of the City. The Plan must include the following:
  - a. A Land Use Map indicating the proposed land uses and layout of the Community Core in its entirety, and in conformity with the policies of this Plan, and must include background information demonstrating the following:
    - i. A minimum of 2,800 residential dwelling units; and
    - ii. Conformity with the final layout of the O-Train Line 2 procurement process. Minor deviations in the layout resulting from the O-Train Line 2 procurement process of the Community Core elements identified on Schedule 1 – Land Use (Collector Road and Main Street alignments and park locations) may occur without amendment to this Plan;
  - b. A Phasing Map indicating how the phasing of dwelling units and non-residential uses will occur;
  - c. A Mobility Map indicating the pedestrian and cycling connectivity throughout the Core, to the surrounding community and to and from the O-Train Line 2 stations, including a pedestrian and cycling connection under/over the O-Train at the future Collector D station;
  - d. An analysis on when construction of the future O-Train Line 2 station at Collector D would be triggered, including a funding mechanism and agreement for the future procurement process; and
  - e. Required land for the development of the future station platforms and pedestrian / cycling overpass or underpass and station access at Collector D has been identified to be dedicated by right-of-way conveyance to the satisfaction of the City of Ottawa.
  - f. Despite the above, development applications submitted before the adoption of this plan may proceed in the absence of the Community Core Demonstration Plan.
- 5. Development applications within the Community Core must demonstrate how the proposed public right-of-way network meets the following minimum requirements:
  - a. Provide a fully-connected grid street pattern with shorter block lengths than in the rest of the community, in the range of 150-200 metres;
  - b. Prohibit rear lotting;
  - c. Require sidewalks and on-street parking on both sides of all public rights-of-way; and
  - d. Locate loading or garbage storage areas away from streets with active-frontage buildings.
- 6. Surface parking areas within the Community Core must:
  - a. Be located within the interior of blocks;

- b. Provide landscaped aisles and/or medians with trees to break up large surface parking areas into smaller areas;
  - c. Provide clearly marked pedestrian circulation pathways that connect to building entries, walkways, sidewalks and transit;
  - d. Co-ordinate driving aisles, driveway entries and, where appropriate, landscaped buffers between separate ownerships; and
  - e. Reflect a reduced parking ratio for retail, office and commercial uses, given proximity to rapid transit.
7. All development along lot lines adjacent to streets (public or private) will be designed to animate the public spaces they face through various techniques including incorporating pedestrian-oriented uses and architectural features and details that will enhance pedestrian safety and provide visual interest to enrich pedestrian experience, including:
- a. Provide a building frontage comprising the clear majority of the lot width in order to achieve a continuous street frontage;
  - b. Locate buildings close to the street to achieve a continuous street wall, generally with a maximum setback of 3 metres;
  - c. Design buildings that have active entrances facing the street and at-grade glazing; and
  - d. Despite (5)(b) above, properties may provide for greater front yard setbacks where one of the following is provided: a significant public art display; the entrance to a privately-owned public space (POPS), or a public plaza.
8. The Main Street is required to provide:
- a. Buildings with a minimum height of two storeys and a maximum height of six storeys directly adjacent to Main Street and may have tower elements of up to twelve storeys at key intersections, with a podium that allows the upper storeys to be stepped back from the street;
  - b. At-grade uses and active frontages that generate activity at all times of the day, such as: retail, restaurants, bars and entertainment uses;
  - c. A parkette located west of and parallel to Limebank Road, as identified on Schedule 1 – Land Use; and
  - d. A gateway feature at the intersection of Main Street and Earl Armstrong and at the intersection of Main Street and Collector I with sufficient area provided within the public right-of-way to allow for enhanced streetscaping.
9. The Transit Street is required to provide:
- a. Commercial buildings and/or mixed-use buildings along the north side of the transit corridor; and
  - b. Mixed-use buildings, residential buildings, and/or public buildings along the south side of the transit corridor.
10. On Main Street and Transit Street:
- a. Buildings must have main entrances fronting onto the street;

- b. A maximum setback of 3 metres along the street is required with the possibility for a greater setback along minor sections of a building façade to provide for atriums and opportunities for outdoor amenity spaces;
- c. Surface parking will not be permitted within a depth of 25 metres extending back from the public road frontage;
- d. Automobile-oriented uses (e.g. service stations, car washes, drive-through restaurants) will not be permitted; and
- e. On-street parking is required to be located within parking bays and should have a distinctive surface treatment.

## 2.6 Neighbourhood and Local Commercial

There are two categories of commercial sites outside of the Community Core in Riverside South: Local Commercial and Neighbourhood Commercial.

1. Local Commercial areas are intended to serve the immediate residential area, by providing convenience shopping and services in smaller floorplates of up to about 3,000 sq.m. of gross leasable floor area.
2. Neighbourhood Commercial areas are anticipated to accommodate a larger range of floorplates for retail and service facilities, possibly anchored by a large format retail store that serves a larger catchment area.
3. Both Neighbourhood Commercial and Local Commercial areas are permitted, and encouraged, to have:
  - a. Residential dwellings above commercial and minor office uses, with street-fronting stores, provided the building form is low-rise; and
  - b. Institutional uses, either at-grade or on upper floors.

## 2.7 Airport Employment and Industrial Area:

The Airport Employment and Industrial Area is located in the northerly portion of the Community. This area is set aside for the type of higher-impact jobs that should not be in proximity to residential areas and which can take advantage of the proximity of the Airport. The target total jobs have been included for reference within Appendix 1: Density Projections

1. The Airport Employment and Industrial Area is required to provide:
  - a. A target density of 50 jobs per net hectare;
  - b. Uses ranging from manufacturing, warehousing, logistics distribution, storage, communications, construction yard, outdoor storage, vehicle sales and service;
  - c. Buildings that contain office, research and development, and emergency services may locate on these lands only where it is clearly demonstrated that their proximity to the Airport is the primary driver of this location choice; where this is the case, offices in multi-storey buildings are to be located closer to residential uses;

- d. Buildings located close to the street at major street intersections, or alternatively, at the end of street view corridors with parking located to the sides or rear of buildings; and
  - e. A pattern of block sizes, local streets, private roads and aisleways that reflects the overall community street grid and pattern, with direct connections to surrounding streets.
2. The Airport Employment and Industrial Area lands that are within the Airport Operating Influence Zone and are subject to maximum building height restrictions on a site-by-site basis as required by the Airport Authority.
  3. Ancillary uses such as restaurants, cafeterias, convenience retail, personal services and recreational uses intended to service employment areas are permitted to locate at the base of buildings and may locate independently at locations adjacent to arterials, collectors or sensitive uses such as residential and generally are targeted to be no more than about 750 square metres per occupancy.
  4. Lands within the Employment Area are not intended for stand-alone retail uses, or any type of employment or community-serving use or function that would challenge and dilute the critical mass of community-serving jobs or functions that are intended for the Community Core and the vicinity of transit stations.

## 2.8 Institutional:

Institutional areas are located at or close to main intersections, complementing other local service/retail destinations, or reflecting existing institutional ownerships.

1. The primary land uses are places of worship, day care centres, emergency services or other municipal facilities.
2. In the event that Institutional Areas are not acquired for institutional purposes, they may be developed for residential purposes up to four storeys in height, without amendment to this Plan, and must be offered to the City's Affordable Housing Branch for purchase before other market residential uses are considered.

## 2.9 Schools:

There are four school boards that serve Riverside South: English Public, English Catholic, French Public and French Catholic. Schedule 1 - Land Use identifies school sites assigned to each school board.

1. School sites will be dual-zoned for institutional and medium density residential up to four storeys in height.
2. Without amendment to this Plan:
  - a. School areas may be developed for residential purposes, in accordance with the underlying residential zoning, in the event that they are not acquired for school purposes;

- b. School sites may be “traded” between two or more boards by written agreement of the affected boards subject to the approval of the General Manager, Planning, Infrastructure and Economic Development;
  - c. The City may partner with school boards and co-locate schools with parks, stormwater areas and other public or private facilities as deemed appropriate, as part of the Building Better and Smarter Suburbs initiative; and
  - d. On a site-by-site basis, new schools will be encouraged to be designed with school bus lay-bys and vehicular lay-bys in the right-of-way on separate frontages and site plan agreements will be used to determine responsibilities for winter maintenance.
3. School sites must be designed in a way that:
- a. Utilizes the most compact amount of land possible, places the buildings and its main entrances facing the sidewalk, and prioritizes multi-storey buildings;
  - b. Provides multi-directional, winter-maintained pedestrian connectivity to and through the site to support higher percentages of children walking or cycling to school; and
  - c. Minimizes curb cuts and any other potential conflict between vehicles and pedestrians or cyclists.

### 3.0 Mobility

#### Introduction

Riverside South is intended to be a contemporary community planned around active transportation and with a much greater balance between transportation modes than late 20<sup>th</sup> century suburban communities. The construction of the O-Train Line 2 to Limebank Station, and the land use directions in this Secondary Plan with respect to the built environment, are intended to support a highly balanced range of mobility options for residents.

The overarching City policy with respect to mobility is to ensure that transit remains the faster and more convenient mobility option for trips to destinations along the O-Train and Transitway network.

#### 3.1 Transit:

Transit capacity, consisting of the O-Train Line 2 stations to be constructed as part of the Stage 2 LRT procurement, the future stations identified on Schedule A, and the street bus service that will connect to the stations, across and beyond the community, will be the primary measurable of mass mobility performance for this Community, its residents, its stores and its jobs.

1. The City sets out a target of at least 33% mode share to transit for this Community. All transportation decisions including roadway design and

expansions will have this target as the main premise and will be supportive of its achievement or surpassing.

2. Specifically in support of (1) above, at the time of widening of the Limebank and Earl Armstrong arterials, the level of service requirement for transit, pedestrians and cyclists that is to be used in the Environmental Assessment and the detailed design of the new cross-sections will be the highest among modes.

### 3.2 Road Network:

The road network for the Riverside South Community is based on a fully-connected grid of east-west and north-south collector streets connecting to local streets and arterial avenues and roads. Riverside South will be considered an urban community, featuring an urban approach to transportation and street design.

1. Plans of subdivision will be evaluated on the basis of the following:
  - a. The street system will be a fully connected grid and will incorporate traffic calming design elements upon initial construction (including offsets for local streets), as per the City's Street Planning Manual;
  - b. Streets will be located such that blocks will generally be no larger than about one hectare, or slightly more where local topographical or natural conditions make slightly larger blocks necessary; and
  - c. Subdivisions will be connected to each other seamlessly through an integrated street and block pattern that does not create enclaves or dead-ends, and avoids subdivisions or subdivision phases backing onto each other.

### 3.3 Arterials:

The arterial avenues and roads within the Riverside South community are River Road, Earl Armstrong Road, Limebank Road and Leitrim Road.

1. Arterial Road right-of-way design shall be in accordance with the City's approved arterial road guidelines and standards developed as a result of the Building Better and Smarter Suburbs initiative.
2. The following arterial road segments are recognized as community edges. They are corridors that currently prioritize automobile and transit movement and provide faster operating speeds and fewer building frontages:
  - a. River Road (north of Earl Armstrong Road) - Over time, this road segment should develop into a scenic entry route and provide for more urban conditions, including cycle tracks and sidewalks on both sides, street trees along the edges of the right-of-way, and the opportunity for building frontages (but no direct vehicular access); and
  - b. The realigned Leitrim Road (between River Road and Bowesville Road) – must protect for an arterial road width along the approved realignment route but may be constructed within that right of way as a collector road until the new airport runway is constructed generally along the existing Leitrim Road alignment.

3. The following arterial road segments are recognized as forming part of their communities (as opposed to edges) and, while providing for major cross-city transportation movements, must achieve an improved balance in their design for all modes of travel. Noise barriers will not be used along these corridors, and the abutting lands will have buildings with pedestrian entrances facing the sidewalk. In particular, lower vehicular operating speeds are to be planned for, and embedded into the roadway design, as a reflection of the built-up character that is planned for the abutting lands:
  - a. Limebank Road (between Collector J and the Spratt Road extension) and Earl Armstrong Road (between Collector B and Bowesville Road) will have the following features concurrently with, or subsequent to, the development of abutting lands:
    - i. Fully urban cross-sections;
    - ii. Four lanes without median, for 60 km/h target speed;
    - iii. Where possible, no vehicular access to property;
    - iv. On-street parking bays at appropriate locations to serve street-fronting retail accessed on foot from the sidewalk;
    - v. Right-in-right-out access to local streets;
    - vi. Disconnected window streets are prohibited;
    - vii. Sidewalks and cycle tracks on both sides;
    - viii. Transit facilities (bus pads and shelters) incorporated into the right of way width on streets where transit service is planned;
    - ix. Wider right-of-way as needed at signalized intersections, otherwise with a right-of-way width that minimizes land requirement and maximizes the developability of abutting lands;
    - x. No turn channels except in special circumstances;
    - xi. Single left-turn lanes only, where needed;
    - xii. Street trees along both edges of the right-of-way; and
    - xiii. Convenient pedestrian crossings to be provided safely at controlled intersections, at intervals that maintain high levels of pedestrian connectivity to transit service, including O-Train stations; and
    - xiv. Additional right-of-way width adjacent to Earl Armstrong Road may be required to accommodate at-grade multi-use pathway connection between the Trans Canada pipeline easement and Collector Road G as shown on Schedule 1 Land Use.
  - b. Where Limebank Road crosses the O-Train, the right-of-way design must fully support the future land uses approved in this Plan by providing, for example, sufficient space for controlled intersections and enhanced pedestrian connections, bus stops and street furniture, way-finding and public art, and direct active transportation linkages to adjacent buildings or land uses.
  - c. If either one, or both of the arterials listed in (a) above is due for widening and no abutting development has taken place, then the design of the widened right-of-way would take into account all safety considerations that apply to arterials that connect across an unbuilt environment. The City's



goal, however, is to avoid having to invest twice on the same corridor. Every effort will be made to ensure that the timing of the City's investment in the arterials' widening corresponds with the advancement of development of the abutting lands, or does not result in the construction of a right-of-way that would need to be reconstructed soon thereafter to reflect built-out conditions when build-out occurs. The goal is therefore to achieve a design with a maximum target speed of 60 km/h and active frontages along both corridors.

4. Buildings along the frontage of arterial roads will have a maximum building front yard setback that reflects the planned and intended context: a more urban and shorter setback (for the arterial segments listed in policy 3.4(3)(a) and a less urban setback, but one that still provides a clear relationship of building to street (for the arterial segments listed in policy 3.4(3)(b), with the setback area being used for landscaping or building forecourts, but not for parking.

### 3.4 Collectors:

Collector streets function as the community's traffic and bus transit connecting-links to the broader arterial roads and transit system.

1. Collector Road right-of-way design shall be in accordance with the City's approved collector road guidelines and standards developed as a result of the Building Better and Smarter Suburbs initiative and will include built-in traffic calming measures. They should be designed for a 40-50 km/h target speed.
2. At important pedestrian crossings (adjacent to schools, parks, O-Train and BRT Stations, and at Collector Road intersections), special pavement treatment will clearly mark the crossing by including a traffic calming feature. The type of traffic calming measure (e.g. surface colour/texture/material, raised deflection, horizontal deflection) implemented will be context specific and take into consideration transit operations on the subject roadway(s).
3. A woonerf format must be provided in the public right-of-way abutting the parkette that is located at the corner of Collector D and Transit Street.
4. Collectors must incorporate:
  - a. Sidewalks and cycle tracks on both sides in all cases;
  - b. Transit facilities (bus pads and shelters) incorporated into the right of way width on streets where transit service is planned;
  - c. Where possible, pedestrian-scale lighting should be provided and is prioritized adjacent to schools, community centres, transit facilities and commercial areas;
  - d. At gateway locations, special planting and landscape features;
  - e. Residential lots fronting onto collector roads;
  - f. On-street parking as a traffic calming measure to promote a safe pedestrian environment, with signage provided by development proponents at the time of subdivision construction;

- g. Additional right-of-way width, to the satisfaction of the City, may be required where Collectors G and H cross above the O-Train corridor to accommodate:
  - i. Bus service and passenger pick-up / drop-off and station access on the bridge; and
  - ii. An at-grade multi-use pathway adjacent to the Collectors to provide access to and from the O-Train corridor as shown on Schedule 1

### 3.5 Local Streets:

Local streets constitute a significant proportion of the public space, providing the primary neighbourhood pedestrian, cycling and vehicular access network, and providing linkages to transit service as well as local destinations such as parks, schools BRT and O-Train Line 2 Stations. Local streets must be designed for a 30-40 km/h target speed.

1. In accordance with Building Better and Smarter Suburbs initiative and the City's Street Planning Manual, the following must be provided:
  - b. Local streets as a fully-connected grid with the final street layout determined at the time of subdivision; and
  - c. Road design standards that support intensification while providing safe pedestrian, cycling and driving conditions including the introduction of traffic calming measures into the initial road design.
2. Local streets must incorporate:
  - a. As a minimum, sidewalks on one side that provide connections to public uses (e.g transit, schools, parks and recreational centres) or commercial areas as per the Ottawa Pedestrian Plan 2013;
  - b. Traffic calming measures within the right-of-way's near schools, parks and other high pedestrian activity areas; and
  - c. On-street parking permitted on at least one side, with signage provided by development proponents at the time of subdivision construction.
3. On the north side of Nichols Island Road between the River and the First Road intersection heading north, an additional 10 metre right-of-way shall be added to provide a treed hedgerow as a screen to development.

### 3.6 Main Street:

Main Street is located in the Community Core area and is envisioned as an active retail and commercial street, with restaurants and entertainment centres to attract visitors. The City's policy is to have it develop as an urban environment from the initial phases to full completion as an anchor for, and companion to, Limebank Station.

1. Main Street is envisioned to develop in accordance with Appendix 2 – Main Street Cross Section and must incorporate:
  - a. A woonerf format for the portion of Main Street surrounding the parkette at a minimum, and this format may be used for up to the entire extent of the Main Street;

- b. Two traffic lanes, on-street parking on both sides, wide sidewalks on both sides, and special surface treatment at intersections; and
  - c. Trees planted in planting cells with sufficient soil volume to allow their growth to full canopy, on a “retail module” spacing of 8-10 metre to allow views.
2. Main Street must be designed for target vehicle speeds of 30 km/h and safe pedestrian connections, and must provide a pedestrian crossover combined with other complementary traffic calming measures between the school and park south of Transit Street.

### 3.7 Transit Street:

Transit Street is located within the Community Core and is envisioned to be a pedestrian-oriented corridor that provides retail, commercial and residential functions to have a community-wide appeal and to be a full and connecting component of the Community Core.

1. Transit Street is envisioned to develop in accordance with Appendix 3 – Transit Street Cross Sections and must incorporate:
- a. East of Main Street - two-way traffic lanes, wide sidewalks and cycle tracks and on-street parking adjacent to the sidewalk on both north and south sides of the light rail rapid transit corridor;
  - b. West of Main Street - one-way traffic lanes, wide sidewalks and cycle tracks and on-street parking adjacent to the sidewalk on both north and south sides of the bus rapid transit corridor;
  - c. Trees planted on both sides of the street with the trees adjacent to retail / commercial or residential being spaced 8-10 metres to allow views; and
  - d. Special pavement treatments that clearly mark pedestrian crossings, by means of change in surface colour, texture and/or material or by line painting.

### 3.8 Active Transportation

Active transportation infrastructure will be a key component of the Riverside South community in order to ensure balanced mobility options throughout the community and to provide support for, and convenient access to, public transportation. The development of the future network must ensure that pedestrians and cyclists can readily access transit or local destinations in a safe and direct manner.

1. In addition to road right of way widths, rapid transit corridors and storm water corridors, future development applications are required to provide right-of-way land dedication, through the subdivision process, for the purposes of:
- a. Multiuse pathways as identified on Schedule 1 - Land Use;
  - b. Additional right-of-way adjacent to Collector roads G and H in the locations shown on Schedule 1 to provide at-grade multiuse pathway connections

- to the east-west multiuse pathways located along the rapid transit corridor; and
  - c. Multi-use pathway connections to provide access through land use blocks, to open spaces and to school blocks as determined on a site-by-site bases.
2. In order to enhance the pedestrian experience and address safety issues, there will be no noise barriers along the O-Train or Transitway corridors. Fencing of the corridor will be see-through. Where Plans of subdivision do not propose single-loaded streets along the O-Train or Transitway corridors and have multi-use pathways, properties located along the multi-use pathways will be designed to have active entrances, preferably frontages, onto this corridor. To delineate the multi-use pathway and enhance pedestrian safety on the multi-use pathway, design options that enhance the presence of residents and multi-use pathways users along the corridor should be employed.

## **4.0 Open Space and Parks**

### 4.1 Parks:

The park system consists of District Parks; Community Parks; Neighbourhood Parks, and Parkettes as identified on Schedule 1: Land Use.

1. The Parks within Riverside South include:
  - a. Two District Parks targeted to be approximately 10.7 hectares and 18.5 hectares;
  - b. Community Parks targeted to be approximately 3.2 hectares each, most of which are located adjacent to schools in each neighbourhood;
  - c. Neighbourhood Parks with a size of 1.2 hectares to 3.2 hectares each, serving the surrounding residential areas;
  - d. Parkettes, with a size of 0.2 hectares to 0.4 hectares; and
  - e. Urban Plazas with a minimum size of 400 square metres.
2. All parks are permitted to have active and passive recreational uses, including: play areas, sports fields, community buildings (including day care centres), recreational facilities and ancillary retail, restaurant and service uses.
3. The Parkette identified within the Community Core, along the transit corridor east of Limebank Road will act as a central public space for the high-density residential area on the south side of the transit corridor.
4. Where a park abuts a school, the design of blocks is encouraged to provide connections for the sports fields, pedestrian facilities and vehicular parking areas.
5. Without amendment to this Plan parks may change locations and size and parkland will be provided in accordance with the Ottawa Parkland Dedication By-law, including the option for cash-in-lieu of parkland.

## 4.2 Open Space:

The Open Space system consists of Woodlots, Valley Lands, Stormwater Management Areas and Open Space as identified on Schedule 1: Land Use.

1. Woodlots to be retained and preserved in City ownership are identified on Schedule 1: Land Use Plan.
2. In order to preserve trees within the community, development of lands adjacent to retained Woodlots will require the preparation of both an Environmental Impact Statement and a Tree Conservation Report, which may be combined.
3. Valley Lands are undevelopable hazard lands and part of the natural heritage system and they will:
  - a. Be transferred to the City for \$1 at the time of development of adjacent lands, as non-developable components of the natural heritage system;
  - b. Be delineated during the development review process, in consultation with the Rideau Valley Conservation Authority, based on an Environmental Impact Statement (EIS) and a geotechnical study taking into account the assumptions of the Master Drainage Plan and Infrastructure Servicing Study; and
  - c. Consider pedestrian pathway links within the corridor to adjacent Multi-use Pathways with clearly defined access points and signage to inform and orient pedestrians.
4. In an effort to preserve the visual quality of the Rideau River Valley Land system, enhanced landscaping and/or building height restrictions may be required for adjacent development.
5. As per the Master Drainage Plan and Infrastructure Servicing Study, Storm Water Management areas (drainage channels, tributary's and ponds):
  - a. Are encouraged to add recreational, ecological and aesthetic value to adjacent land uses;
  - b. Ponds are encouraged to be located with at least one open frontage on an abutting road, with homes and other buildings facing the pond (as opposed to backing onto); and
  - c. May be relocated/adjusted to accommodate changes in land use patterns and road alignments, or adjusted in size or shape, without an amendment to this Plan, in consultation with the Rideau Valley Conservation Authority. Specifically, Tributary 7A-R1, 7A-R2, 7A-R3 and 7A-R4 may be relocated to an area outside the study area subject to natural channel design and an appropriate riparian corridor in consultation with the Rideau Valley Conservation Authority.
6. Open Space corridors will be provided adjacent to Valley Lands and Stormwater Management Areas as shown on Schedule 1, to accommodate pathway links and to connect with the broader bicycle and pedestrian system, with clearly defined access points and signage to inform and orient users; these Open Spaces will also provide for an appropriate transition in distance and grade change to adjacent land uses

7. In addition to the function listed above for each individual open space category, all open space areas may also include trails and low impact recreational uses, where appropriate.

### 3. Implementation and Interpretation

Implementation and interpretation of this Amendment shall be in accordance with the policies of the Official Plan for the City of Ottawa.